

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	12
	SPS WIM ID:	12AA00
	DATE (mm/dd/yyyy)	3/3/2020

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/3/20
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Inductance Loops c.
- b. Quartz Piezo d.
5. EQUIPMENT MANUFACTURER: TDC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared: 2
- Number of Test Trucks Used: 2
- Passes Per Truck: 20
- | Type | Drive Suspension | Trailer Suspension |
|-------------------|------------------|--------------------|
| Truck 1: <u>9</u> | <u>air</u> | <u>air</u> |
| Truck 2: <u>9</u> | <u>air</u> | <u>air</u> |
| Truck 3: <u></u> | <u></u> | <u></u> |

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>3.1%</u>	Standard Deviation:	<u>2.5%</u>
Dynamic and Static Single Axle:	<u>-3.5%</u>	Standard Deviation:	<u>4.1%</u>
Dynamic and Static Double Axles:	<u>4.2%</u>	Standard Deviation:	<u>4.7%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE SPEED RANGES IN MPH:

	Low		High	Runs
a. <u>Low</u>	-	<u></u>	to <u></u>	<u>10</u>
b. <u>Medium</u>	-	<u></u>	to <u></u>	<u>16</u>
c. <u>High</u>	-	<u></u>	to <u></u>	<u>14</u>
d. <u></u>	-	<u></u>	to <u></u>	<u></u>
e. <u></u>	-	<u></u>	to <u></u>	<u></u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 12 SPS WIM ID: 12AA00 DATE (mm/dd/yyyy) 3/3/2020
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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 284

11. IS AUTO- CALIBRATION USED AT THIS SITE? No

If yes , define auto-calibration value(s):

CLASSIFIER TEST SPECIFICS

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

Manual

13. METHOD TO DETERMINE LENGTH OF COUNT: Number of Trucks

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u>0.0</u>	FHWA Class	<u>5</u>	-	<u>0.0</u>
FHWA Class 8:	<u>0.0</u>	FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>

Percent of "Unclassified" Vehicles: 0.0%

Test Truck Run Set - Pre

Person Leading Calibration Effort: Dean Wolf

Contact Information: Phone: 717-975-3550

E-mail: dwolf@ara.com

ENTERED BY CO:
19/MAR/2020

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	12
	SPS WIM ID:	12AA00
	DATE (mm/dd/yyyy)	3/5/2020

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/5/20
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Inductance Loops c.
- b. Quartz Piezo d.
5. EQUIPMENT MANUFACTURER: TDC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared: 2
- Number of Test Trucks Used: 2
- Passes Per Truck: 20
- | Type | Drive Suspension | Trailer Suspension |
|-------------------|------------------|--------------------|
| Truck 1: <u>9</u> | <u>air</u> | <u>air</u> |
| Truck 2: <u>9</u> | <u>air</u> | <u>air</u> |
| Truck 3: <u></u> | <u></u> | <u></u> |

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>1.1%</u>	Standard Deviation:	<u>2.0%</u>
Dynamic and Static Single Axle:	<u>1.3%</u>	Standard Deviation:	<u>4.9%</u>
Dynamic and Static Double Axles:	<u>0.9%</u>	Standard Deviation:	<u>3.9%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE SPEED RANGES IN MPH:

	Low		High	Runs
a. <u>Low</u>	- <u>48.1</u>	to	<u>52.9</u>	<u>14</u>
b. <u>Medium</u>	- <u>53.0</u>	to	<u>57.8</u>	<u>11</u>
c. <u>High</u>	- <u>57.9</u>	to	<u>62.5</u>	<u>15</u>
d. <u></u>	- <u></u>	to	<u></u>	<u></u>
e. <u></u>	- <u></u>	to	<u></u>	<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

#REF! #REF!

11. IS AUTO- CALIBRATION USED AT THIS SITE?

No

If yes , define auto-calibration value(s):

CLASSIFIER TEST SPECIFICS

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

Manual

13. METHOD TO DETERMINE LENGTH OF COUNT:

Number of Trucks

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u>0.0</u>	FHWA Class	<u>5</u>	-	<u>0.0</u>
FHWA Class 8:	<u>0.0</u>	FHWA Class	<u>6</u>	-	<u>0.0</u>
		FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>

Percent of "Unclassified" Vehicles: 0.0%

Test Truck Run Set - Cal 2

Person Leading Calibration Effort:

Dean Wolf

Contact Information:

Phone: 717-975-3550

E-mail: dwolf@ara.com

ENTERED BY CO:
19/MAR/2020